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Seventh Meeting of the Conference of African Ministers of Transport, Communications and Planning

Tangiers, Morocco
15-16 November 1989

LG/NAIROBI.

REPORT OF THE SEVENTH MEETING OF INTERGOVERNMENTAL EXPERTS ON TRANSPORT, COMMUNICATIONS AND PLANNING

Tangiers, Morocco, 7-12 November 1989

A. ORGANIZATION

1. The seventh Intergovernmental Meeting of Experts on Transport, Communications and Planning was held at the Palais Marshan, Tangiers, Morocco from 7 to 12 November 1989, at the invitation of the Government of the Kingdom of Morocco.

B. PARTICIPATION

2. Representatives of 32 States members of the Economic Commission for Africa were present: Algeria, Angola, Benin, Burundi, Cameroon, Cape Verde, the Central African Republic, Comoros, the Congo, Côte d'Ivoire, Egypt, Equatorial Guinea, Ethiopia, the Gambia, Ghana, Guinea, Kenya, the Libyan Arab Jamahiriya, Malawi, Mali, Mauritania, Morocco, Mozambique, the Niger, Nigeria, Senegal, the Sudan, Swaziland, Tunisia, the United Republic of Tanzania, Zaire and Zimbabwe.

3. France participated in the meeting as observer.

4. The meeting was attended by observers from 25 United Nations bodies, African and international organizations and institutions: Economic Commission for Europe (ECE), International Maritime Organization (IMO), International Telecommunications Union (ITU), United Nations Conference of Trade and Development (UNCTAD), United Nations Educational, Scientific and Cultural Organization (UNESCO), United Nations Development Programme (UNDP), World Bank, African, Caribbean and Pacific Group (ACP), African Airlines Association (AFRAA), African Civil Aviation Organization (AFCAC), African Development Bank (ADB), Arab Maritime Transport Academy (AMTA), Centre for Transport Studies in the Western Mediterranean (CETMO), Economic Community of Central African States (ECCAS), Economic Community of West African States (ECOWAS), International Road Federation (IRF), Mano River Union (MRU), Ministerial Conference of West and Central African States on Maritime Transport (MINCONMAR), Organization of African Unity (OAU), Pan-African Postal Union (PAPU), Pan-African Telecommunications Union (PATU), Saudi Fund for Development (SFD), Trans-African Highway Authority (TAHA), Union of African Railways (UAR) and National Civil Aviation Training Organization of Egypt (NCATO).

C. OPENING OF THE MEETING

5. In his statement, the outgoing Chairman of the Intergovernmental Meeting of Experts, the representative of Zaire, first of all expressed his gratitude to the Government and people of Morocco for the warm welcome and typical African hospitality extended to all delegations participating in the meeting. He then welcomed the delegations and applauded the continued interest that they had shown in the activities of the United Nations Transport and Communications Decade in Africa.

6. He indicated that two of the resolutions made at Kinshasa were of capital importance. These were the one which recommended the proclamation of a second Decade and the one relating to the convening of a special conference of African ministers responsible for civil aviation, which culminated in the Yamoussoukro Declaration on a New African Air Transport Policy.

7. Two new sectors, namely maritime transport in Africa and road safety should be given special attention by the African authorities in the programme of the next Transport and Communications Decade. He emphasized the fact that the Decade programme should be as realistic as possible, meaning that it should be conceived on the basis of a cautious vision of the macro-economic perspectives of Africa.

8. In his statement, the Minister of Public Works, Vocational Training and Management Training of Morocco welcomed all the delegations to the country and commended them for travelling to Tangiers to attend the meeting. This bore testimony to the importance that they attached to the present meeting and the respect that they have for the Kingdom of Morocco. He applauded the laudable efforts made by the secretariat of the Economic Commission for Africa to provide the continent with a genuine overall development plan. The Kingdom of Morocco had always worked, with genuine determination, towards inter-regional co-operation, particularly in the transport and communications sectors.

9. After highlighting certain deficiencies which had limited success in the implementation of the first Decade programme, namely the little support given to subregional projects and the inadequate external financial assistance to the programme, he expressed the wish that the size and scope of the proposed programme would be sufficiently realistic to adequately take into account the relatively limited financial resources that can be made available by our economies, on the one hand and the genuine desire to integrate the economies, on the other. Also emphasized were the rational use of existing infrastructure through the simplication of current procedures and the establishment of transport corridors for all African countries and the need for the choice of new investment to be based on adequate economic, financial and technical justifications.

10. The Minister then formally declared the seventh Intergovernmental Meeting of Experts on Transport, Communications and Planning open and wished the meeting every success.

11. In his statement, the representative of the Organization of African Unity stressed the determination of the Moroccan authorities to promote inter-State co-operation in the long march towards the economic and social development of our countries. He expressed the wish that the second United Nations Transport and Communications Decade would serve as a framework for reflection and action towards economic integration in Africa and enable the continent to efficiently develop its economies. This was the only way to safeguard the political independence that our leaders had fought so hard to gain.

12. In his statement, the representative of ECA first expressed gratitude to the host country for the very warm welcome extended to all delegations, and the excellent arrangements made to ensure the success of the work of the seventh Intergovernmental Meeting of Experts of Transport, Communications and

Planning. He then expressed sincere thanks to the delegations for having travelled all the way to Tangiers, an action which testified to the importance that they continued to attach to the solution of transport and communications problems in Africa. He enumerated the preparatory activities carried out since the adoption on 20 December 1988 by the United Nations General Assembly of resolution 43/179, which formally proclaimed the period 1991 to 2000 as the second United Nations Transport and Communications Decade in Africa. These activities were summarized as follows: the organization of three meetings of the Inter-Agency Co-ordinating Committee on the Decade in March, June and November of this year; the organization of a High Level Workshop of independent experts on the objectives, strategies, guidelines and other aspects, which are vital to the planning, programming and implementation of the second Decade programme.

13. He stressed the major problems which the second Decade urgently needed to address as follows: to ensure the physical integration of the continent; to ensure rational utilization of existing infrastructures and equipment through the simplification of current administrative and customs procedures; to maintain and rehabilitate these facilities; to encourage efficient human resource development by means, particularly of training centred on the improvement of management methods; to establish reliable transport and communication data bank and to gradually develop industries in these sectors in Africa.

14. The speaker briefly touched on the division of responsibilities among the various actors involved in the planning, programming and execution of the Decade; i.e., governments, national co-ordinating committees, subregional and regional organizations, subregional and sectoral working groups, etc.

15. He concluded by stating that the ultimate objective of the experts' meeting should be to propose to the Ministers sufficiently realistic objectives, strategies and guidelines which would serve as solid basis for the programme of the second United Nations Transport and Communications Decade for Africa.

D. ACCOUNT OF PROCEEDINGS

Election of officers (agenda item 2)

16. The meeting elected the following as its bureau:

Chairman:	Morocco
First Vice-Chairman:	Comoros
Second Vice-Chairman:	Central African Republic
Rapporteur:	Senegal
Rapporteur:	Kenya

Adoption of the agenda and programme of work (agenda item 3)

17. The meeting adopted the following agenda:

1. Opening of the meeting
2. Election of officers
3. Adoption of the agenda and programme of work
4. Reports of IACC:
   (a) 12th meeting, March 1989
   (b) 13th meeting, June 1989
   (c) 14th meeting, November 1989
5. UNTACDA II Objectives, Strategies and Guidelines for the preparation of the programme
6. Report on the implementation of resolutions of the sixth meeting of the Conference of Ministers
7. Report on the implementation of the Yamoussoukro Declaration on the New African Air Transport policy
8. Report of the Special Meeting of African Ministers of Maritime transport
9. Report of the PANAFTEL Co-ordinating Committee
10. Report of the RASCOM Co-ordinating Committee
11. Report of the second African Road Safety Congress
12. Report of the Combined Meeting of Trans-African Highway Authorities
13. Any other business
14. Adoption of the report and closure of the meeting.

18. The meeting adopted the following programme of work:

Morning 09:00-13:00
Afternoon 15:30-19:00

Reports of the twelfth, thirteenth and fourteenth meetings of the IACC (agenda item 4)

19. The reports of the twelfth, thirteenth and fourteenth meetings of the Inter-Agency Co-ordinating Committee on UNTACDA were presented by a representative of the secretariat. All three meetings had concentrated on the preparation of the Decade programme.

20. At its twelfth meeting which was held at Addis Ababa, Ethiopia in March of this year, the IACC discussed the draft objectives, strategies and guidelines for UNTACDA II as proposed by ECA. In view of the complexity of the issues involved in the preparation of the programme, the meeting was unable to exhaust all the issues involved. Thus it called for another meeting.

21. The thirteenth meeting was thus held in June 1989 to once more work on the objectives, strategies and guidelines for UNTACDA II. The outcome of this meeting included the revised Objectives, Strategies and guidelines which incorporated the terms of reference for the Resource Mobilization Committee, the criteria for selection of projects as well as the draft agenda for the seventh Intergovernmental Meeting of Experts. Again the meeting decided to hold one more meeting prior to the seventh Meeting of the Conference of Ministers.

22. The IACC subsequently held its fourteenth meeting in November 1989 in Tangiers, Morocco. At this meeting, the Committee considered, inter alia, the following:

(a) The establishment of subsectoral and subregional working groups and their composition;

(b) The terms of reference of the Resource Mobilization Committee (RMC);

(c) The co-ordination of the activities of the RMC and its financing;

(d) Establishment of the criteria for the selection of projects; and

(e) The creation of National Co-ordination Committees (NCCs).

23. As the major outcome of all these meetings constituted the main agenda item - Objectives, Strategies and Guidelines - the meeting took note of these reports and proceeded to examine the recommendations under agenda item 5.

UNTACDA II: Objectives, strategies and guidelines for the preparation of the programme (agenda item 5)

24. In introducing this agenda item, a representative of the secretariat presented two documents to the meeting, namely the Second United Nations Transport and Communications Decade for Africa: Objectives, Strategies and Guidelines (DEC/TRANSCOM/67/Rev.3), and Report of the fourteenth meeting of the IACC on UNTACDA (DEC/TRANSCOM/EXP/VII/4). He explained that the report of the fourteenth meeting of the IACC supplemented the first document in that it contained the elaborations which were made during the meeting but which the secretariat was unable to incorporate into the main document due to time constraints.

25. He then summarized the main contents of the document. Regarding the section on global objectives, it was pointed out that these had been revised in accordance with the recommendations made by the Workshop of High Level Experts which was held in September 1989. Other pertinent changes had also been made to the sectoral objectives for shipping, air transport, telecommunications and postal services.

26. As concerns strategies and guidelines it was pointed out that these sections had been greatly enhanced at the recent meetings of the Criteria Committee, the Resource Mobilization Committee as well as at the fourteenth meeting of the IACC. These elaborations included: definition of criteria for selection of projects for the programme; the activities of the Resource Mobilization Committee; the composition and activities of the various Working Groups for the preparation of the programme; proposed timetable for the preparation of UNTACDA II; and the mechanism for the establishment of national co-ordinating committees as well as their role in the preparation and implementation of the Decade programme by each member State.

27. In conclusion the ECA representative highlighted the very close collaboration which existed among the members of the IACC during this period and hoped that the documents introduced would form a useful basis for the work of the experts.

28. The debate on this item started with a general discussion about all the objectives and later the objectives were discussed individually.

29. A number of delegations emphasized the fact that the main objective and thrust of the second Decade should still be to promote the physical integration of Africa so as to achieve economic integration. Thus regional and subregional projects should be paramount.

30. The debate then turned to the question of how the improvement of urban transport could be included among the objectives of the Decade, in the light of the consensus reached that regional and subregional projects were the main concern. The point was made that with the rapid growth of African cities, urban transport was, indeed, a major concern of many governments and it would be unrealisitc to ignore this fact in defining the Decade objectives. In this connection, it was pointed out that the problem of rural transport needed to be addressed for the simple reason that the majority of the African population lived in the rural areas which were, therefore, the main sources of agricultural production. Moreover, improving the efficiency of all transport systems should be an objective of the Decade. It agreed, therefore, that the development both of urban and rural transport deserved to be included among the objectives of UNTACDA II. Thus a new subsector on urban transport was added to the programme.

31. The next point that was raised related to the plight of land-locked and island countries. It was pointed out that during UNTACDA I there had been special consideration of the transport problems of these countries, whereas in the objectives before the meeting this concern was not expressed sufficiently. The objectives, therefore, ought to prominently address the question.

32. A number of general points were then made about the general orientation of the UNTACDA II programme. Among these were: that there should be greater use made of African expertise and know-how; that in preparing for UNTACDA II full account should be taken of all the findings of the evaluation of the UNTACDA I programme; that the development of transport should be along properly defined corridors; that it was essential that States committed themselves firmly to the implementation of the programme and must put in place the appropriate follow-up mechanisms; that subregional projects should enjoy the support of all the countries concerned; that transport security, such as at airports, should be adequately addressed during UNTACDA II; that special attention should be paid to the transfer of technology; that integration of women and youth in the development of the transport and communications sectors should be promoted; and finally, that the programme of UNTACDA II should be realistic and take into account the prevailing economic environment in Africa and internationally.

33. The meeting then considered each section of the proposed objectives, strategies and guidelines for UNTACDA II as contained in document DEC/TRANSCOM/67/Rev.3 and the amendments to that document which emanated from the fourteenth meeting of the IACC.

34. In the first place, it accepted the recommendation that a goal for UNTACDA II be defined before the global objectives were presented. The goal and global objectives as amended appear below:

The goal

35. The goal of the Decade programme is to establish an efficient integrated transport and communications system as a basis for the physical integration of Africa and facilitate national and international traffic, so as to foster trade and the achievement of self-sustaining economic development as called for in the Lagos Plan of Action (1980) and subsequent African regional and subregional economic restructuring and development programmes.

Global objectives

OBJECTIVE 1: Implementation of phased and balanced programme of development and management of transport and communications infrastructure, taking particularly into account the needs and requirements of island and land-locked countries.

OBJECTIVE 2: Rehabilitation, upgrading and maintenance of the most critical elements of the existing infrastructure and equipment so as to improve their efficiency and capacity utilization, as well as prolong their economic life.

OBJECTIVE 3: Improvement of human resource planning, development and utilization in order to enhance the quality and availability of personnel at all levels for efficient management and operations of transport and communications systems.

OBJECTIVE 4: Improvement of operational efficiency, service quality and availability in transport and communications by implementing appropriate policies and administrative measures that will increase their competitiveness, productivity and profitability, while at the same time ensuring social and economic development.

OBJECTIVE 5: Establishment of information systems on transport and communications as a basis for analysis and better management and planning of investments.

OBJECTIVE 6: Development of manufacturing capabilities in order to cope with the rapid changes in technology and condition in the transport and communications market and to reduce cost and requirements for foreign exchange by local manufacture of some spare parts, components and equipment.

OBJECTIVE 7: Improvement of transport safety and security as well as the strengthening of transport related environmental protection measures.

OBJECTIVE 8: Improvement of transport and communications in rural areas where the majority of the population lives and greatest percentage of economic production takes place.

OBJECTIVE 9: Improvement of urban transport to meet the needs of the rapidly growing urban population.

OBJECTIVE 10: Establishment and strengthening of inter-regional liaisons in the field of transport and communications.

36. The details showing the long-term objectives and the areas of immediate concentration for the global as well as for the subsectoral objectives are contained in the document on objectives, strategies and guidelines (DEC/TRANSCOM/67/Rev.4).

37. The meeting also considered and approved several aspects of the guidelines for the preparation of the programme, namely the establishment of seven subsectoral and four subregional Working Groups and their composition; terms of reference of the Resource Mobilization Committee (RMC) which is composed of ECA, OAU, ADB, UNDP, World Bank and EEC; the coordination of the activities of the RMC and its financing; the criteria established for the selection of projects; and the creation of National Coordination Committees (NCCs).

38. The subsectoral and subregional Working Groups will be responsible for the preparation of programmes for the Decade. The programme will take account of the assessment of existing situations, the identified bottlenecks impeding the realization of the Decade objectives and the recommended strategies. The RMC is charged with the responsibility to mobilize technical and financial resources for the preparation and implementation of the Decade programme. During the preparatory phase of the programme, it was indicated that the

activities of the RMC would be financed through the project for the preparation of the Decade programme which is currently under discussion between ECA and UNDP. At the national level, the programme will be developed and monitored by the NCC, which is the focal point for the co-ordination of regional and subregional projects within the country. In this connection, the meeting recommends that countries take responsibility for the running of the NCCs.

39. The proposed timetable for the preparation of the programme is as follows:

Dates	Activities
Dec. 1989-Jan. 1990	Lead agency distributes guidelines for Working Groups and criteria for project selection together with a time-table for preparatory activities to all agencies and governments.
Feb.-March 1990	First meeting of the Working Groups to draw up their work programmes and distribute work among their members.
April-May 1990	RMC assists Working Groups identify their technical assistance needs and proceeds to seek such assistance.
August-September 1990	Subregional Working Groups meet in their respective subregions to prepare their strategies. Sectoral Working Groups meet to adopt their strategies.
Nov. 1990-Jan.1991	Subregional meeting of member States, subregional Working Groups and sectoral Working Groups to combine the various strategies into a single strategy for each subregion.
April 1991	Regional meeting comprising subregional organizations, specialized agencies and sectoral intergovernmental organizations to review and adopt consolidated strategies and programmes.
June 1991	Meetings of the IACC and the Conference of Ministers to launch the programme of the first phase of the Decade.

40. As regards the criteria for selection of projects, there will be two types of projects, namely, capital and non-capital. Particular attention should be given to promotion of subregional and regional integration and the facilitation of transfer of know-how and technology. The projects to be included in the programme of the Decade must meet the following criteria:

(a) They must contribute towards one or several objectives of UNTACDA II;

(b) They must be included in the national development plans or programmes;

(c) For capital projects, they must demonstrate social, economic and technical feasibility and/or other demonstrable benefits;

(d) Projects must conform to environmental policies and programmes;

(e) The existence of appropriate and adequate institutional capability to carry out the project must be demonstrated;

(f) Both recurrent costs and the local component of capital costs must be clearly established and their financing adequately provided for;

(g) In addition to the criteria listed above, which apply to both national and regional projects, the following criteria should also apply to regional and subregional projects.

(i) the project must be included in the work programme of or be initiated by an IGO, a United Nations specialized agency or other similar body and must demonstrate that the countries concerned have been involved in its formulation and have expressed their commitment to its implementation;

(ii) the project must involve more than one country and promote subregional or regional co-operation and integration.

41. The amendments and elaborations of the various sections of the objectives, strategies and guidelines have been incorporated into the revised document DEC/TRANSCOM/67/Rev.4.

Progress report on the implementation of resolutions of the sixth meeting of the Conference of African Ministers of Transport, Communications and Planning (agenda item 6)

42. The ECA representative introduced the eight resolutions adopted by the sixth meeting of the Conference of African Ministers of Transport, Communications and Planning held in 1988 in Kinshasa, Zaire and contained in document DEC/TRANSCOM/EXP/VII/8. He then gave details of the action taken on each. The resolutions are:

(a) Resolution ECA/UNTACDA.Res.88/07: Convening of a special Conference of Ministers responsible for civil aviation;

(b) Resolution ECA/UNTACDA/Res.88/57: Establishment of a Working Group on Inland Water Transport in Africa;

(c) Resolution ECA/UNTACDA/Res.88/06: Establishment of an entity for the development of transport in the North African subregion;

(d) Resolution ECA/UNTACDA/Res.88/73: Strengthening the capacity of African intergovernmental organizations responsible for implementing transport and communications programmes in Africa;

(e) Resolution ECA/UNTACDA/Res.88/71: Trans-African highway development;

(f) Resolution ECA/UNTACDA/Res. 88/72: Extension of the Pan-African Telecommunications Network (PANAFTEL);

(g) Resolution ECA/UNTACDA/Res. 88/74: Declaration of the second United Nations Transport and Communications Decade in Africa;

(h) Resolution ECA/UNTACDA/Res. 88/74: Establishment of a Ministerial Conference of Eastern and Southern African States on Maritime Transport.

43. The representative of AFCAC referred to ECA/UNTACDA/Res. 88/07 on the convening of a special Conference of Ministers responsible for civil aviation and informed the meeting that the actions called for by ECA should be augmented to indicate that a third meeting of the enlarged IACC (Yamoussoukro) had been held in Nairobi, Kenya.

44. The meeting took note of the progress on the implementation of these resolutions.

Implementation of the Yamoussoukro Declaration (agenda item 7)

45. A member of the secretariat introduced documents E/ECA/TCD/COM/EXP/VII/3 and addendum 1 relating to the above topic. He specified that the document contained issues relating to the activities necessary for implementing the Declaration and those already undertaken, the status of implementation of the Declaration in the various subregions, problems encountered, difficulties in financing the activities and recommendations for the States and airlines.

46. He pointed out that subregional studies were under way, and that subregional meetings would be organized soon to enable the airlines to become better acquainted with each other, and also to identify the airlines which might wish to work together to translate into concrete action the areas of cooperation identified in the studies. He informed participants of progress

in implementing the Declaration in each of the subregions, through efforts deployed by the Yamoussoukro Co-ordinating Committee (comprising ECA, OAU, ADB, AFCAC and AFRAA), set up to follow up implementation of the Declaration, and the financing provided by UNDP for the activities undertaken. The African Development Bank had expressed the intention to finance the study on an aircraft purchase and leasing company, and to this and the commitment of these of the countries classified among the least developed was required.

47. As regards an African position on the computerized information system and the introduction of noise standards, proposals had been submitted by the working groups of AFCAC to the twenty seventh General Assembly of ICAO. No solution had been found yet to the problem of the introduction of new noise standards and the issue would be rediscussed at the next extraordinary session of the General Assembly of ICAO planned for 1990.

48. As far as difficulties in implementing the Declaration was concerned, he underscored the very limited number of countries which had replied to the questionnaires sent out to gather information and the lack of commitment from the States to cover the 5 per cent of the total cost of the study on an aircraft purchase and leasing company.

49. Introducing the problems discussed in Montreal during the twenty-seventh General Assembly of ICAO, the situation of participants was drawn, inter alia, to the work of the Negotiating Group on Services (GNS) of GATT. It was proposed that the Ministers be informed of this problem, so that they contact their counterparts in the ministries of trade to explain to them the particular nature of air transport. This would help prevent the GNS from taking decisions which would impede the development of civil aviation.

50. He concluded by inviting the participants to support the planned follow-up activities and requested the donors as well as UNDP and ADB to continue their assistance to the countries for implementing the Declaration.

51. During the ensuing debate the representative of ADB clarified that with regard to the optimum financing system for aircraft purchase by African airlines, what was required was for three countries to support the request made by the OAU.

52. The ADB representative also referred to the project on the establishment of a co-ordinated network of aircraft maintenance and overhaul centres, the first and second phases of which the Bank had financed. He indicated that the Bank was waiting to be informed of the measures taken to implement the second phase of the project so that it might consider financing the third phase. He specified that the lack of progress in the implementation of the project, which related to an area of vital importance for co-operation between the airlines as well as for reducing their operating costs could hinder the consideration towards the financing of the above-mentioned study.

53. The representative of AFCAC mentioned the efforts being made by his organization towards the implementation of the Declaration, among which were the preparation of multilateral agreement for the joint use of airspace with

certain subregional organizations, the followup in collaboration with AFRAA, of the project on the co-ordinated network of aircraft maintenance and overhaul centres. He appealed to members to take the necessary actions for the speedy implementation of the Declaration.

54. The representative of AFRAA highlighted three points. First, he alluded to the problem of aircraft noise which European Governments regard as a political issue. African Governments, therefore, should also prepare a political response. Secondly, he recalled that the Negotiating Group on Trade and Services of GATT was considering the possibility of including air transport among services. Such an action would require a common African position which would need to be defended by Ministers responsible for air transport and not to be left entirely to Ministers of Trade who normally conduct negotiations within GATT. Finally, he raised the question that the study on the optimum financing system for aircraft purchase by African airlines envisaged a long period for its completion. Unless this period is shortened, many African airlines might have disappeared by the time it is completed, in view of the challenges facing African air transport. With regard to the forthcoming extraordinary and special sessions of the ICAO General Assembly, it is necessary to develop well-researched African position papers for collective presentation to the Assembly.

55. The representative of ACP mentioned that under the Lome Convention, transport and communications had so far not benefitted adequately from funds made available under the ACP/EEC conventions. It would, therefore, be appropriate for measures to be taken for development projects of the sector to figure prominently in the indicative programmes of the next convention.

56. The representative of the National Civil Aviation Training Organization of Egypt (NCATO) advocated a meeting of officials responsible for training in civil aviation to examine the various training programmes in order to determine their complementarity, and to set up standards that will respond to the training needs of African civil aviation.

57. A number of delegations took the floor to comment on the progress so far made in the implementation of the Declaration. They referred to several points including the need to harmonize the differing national legislations, to enable the bodies responsible for implementation and follow up to operate more efficiently; the question of the slow rate of implementation of the Declaration, some of which was partly due, particularly to the imminence of Europe 1992; the delays observed in the efforts being made to create multinational airlines in certain subregions; efforts being made by UNDP and ADB to finance some of the activities for the implementation of the Declaration, which actions were highly commended; the need for experts to recommend to their Ministers to make an appeal to donors, especially UNDP and ADB, to intensify their efforts to finance the implementation of the Declaration; the need to intensify the training of personnel for the better implementation of the Decade; the need to closely follow the activities of ICAO in the specific areas of aircraft noise and the computerized reservation system, so as to safeguard the interests of Africa.

Report of the Special Meeting of African Minister of Maritime Transport (agenda item 8)

58. Introducing this agenda item, for the information of participants, the representative of the secretariat of the Organization of African Unity indicated the following:

(a) The Ministerial meeting was held in Addis Ababa from 10 to 12 July 1989. It was preceded by an experts' meeting from 3 to 7 July. Thirty-four African countries and five subregional and international organizations participated in the meeting;

(b) Three main topics were discussed:

(i) Consideration of the rather discouraging results of the first Review Conference of the United Nations Code of Conduct for Liner Conferences and measures to be taken, at least to safeguard the achievements of the Code of Conduct, in case of resumption of the session;

(ii) Consideration and adoption of the proposals made by the MINCONMAR secretariat for the renewal of the maritime transport component in the fourth EEC/ACP Lome Convention;

(iii) Ways and means of strengthening co-operation among African countries in the field of maritime transport.

59. Following this presentation, a representative of the UNCTAD secretariat first underscored the importance of the Code of Conduct for the harmonious development of liner shipping in the developing countries, particularly in Africa. He then stressed the dangers that would be posed by the failure of current attempts to resume the Review Conference, that his secretariat hoped would take place in November 1990, at the latest. This meant that by March 1990, the various regional groups would have approved the basic strategy prepared by the Geneva Group of Six. He mentioned in this connection that China, Group B and the Latin American and Asian sub-groups, had already approved the basic strategy, while Group D would make its position known by December 1989. The African position was still unknown. Such uncertainty risked jeopardizing the future of the Code, namely encouraging the developed countries to denounce the Code, and to conclude separate legislation in this sector of liner shipping. He concluded by inviting African countries to participate actively in the next meeting planned to take place in Geneva in May 1990 to consider a report proposing ways of developing inter-regional co-operation in maritime transport.

60. A representative of the ACP secretariat highlighted the problems faced by the Group with respect to the maritime transport component during the negotiations held in Luxemburg on the fourth Lome Convention. He expressed the hope that MINCONMAR, which is the author of the proposal, would continue to assist the ACP secretariat to pursue efforts in this regard.

61. The meeting stressed the importance of maritime transport in the process of economic recovery and development of African economies, and recommended that every effort should be made during the second Decade to increase their participation in this transport subsector.

Report of the twelfth meeting of the PANAFTEL Co-ordinating Committee (agenda item V)

62. Introducing the document (EC/TRANSCOM/AFI/VII/13), a representative of the secretariat recalled that the global objective of African Governments is to have a high-quality and reliable African continental telecommunication network including all the elements for connecting one subscriber's terminal equipment to that of a similar nature in another subscriber's premises, wherever the two might be on the continent, without having to transit through countries outside of Africa.

63. On the issue of the infrastructural development of the network, the report had divided the African countries into three categories according to the level of development of the PANAFTEL Network: the eastern and southern African subregion has achieved an operational network; the west African subregion where, although the installation of a substantial amount of equipment is completed, the network is of low availability; and the Central African subregion has the least developed network.

64. In accordance with the recommendation of the PANAFTEL Co-ordinating Committee, a special meeting was convened in Brazzaville, the Congo in September 1984, the meeting reviewed the results of a study carried out by the PANAFTEL project on the development of the network in the subregion. At its eighteenth session held in Geneva in October 1984, the Committee adopted a series of steps which should be undertaken by each administration or organization in order to accelerate the development of the network in Central Africa.

65. With regard to the need to enhance the utilization of the PANAFTEL NETWORK, the Committee cited the achievements by the project in identifying the problems preventing greater use of the network and endorsed measures to be taken to improve its utilization. Also on the issue of staff development and institution-building, the Committee felt that member administrations and PATU should intensify their efforts in the future to release staff for attachment to the project.

66. The report noted the actions being taken by some member States in preparing and implementing their national plans for the improvement of maintenance and wished to encourage the other countries to take similar actions.

67. Finally, the document concluded that despite the development achieved, it is important to note that a number of problems are still prevailing, at various levels in different countries, and these continue to hinder the implementation of the agreed routing plans, improved utilization of existing

circuits and the interconnectivity of African countries on a subregional basis. Therefore, the PANAFTEL network (i.e. its operations, expansion, maintenance and rehabilitation) will still feature as a priority in the communications sector of the second United Nations Transport and Communications Decade programme.

68. During the discussions on the above subject, clarifications were sought on the omission of the North African subregion and the release of staff by administrations for training or attachment with the project.

69. Concerning the omission of North African region, the meeting was informed that during the conception of the PANAFTEL network at the beginning of the 1960s, only the needs of the countries south of the Sahara were taken into account. This is because the telecommunications network of the North African countries was more developed. However, in the 1970s, the development of the telecommunications networks of the North African countries were included in a project called MEDASATEL, which concerned, besides the North African States, some Mediterranean countries in Europe and the Middle East. Since the early conception of the PANAFTEL network, many developments have taken place which have led to the expansion of the network's objectives as stated in the introduction of this report. Hence, the future PANAFTEL now encompassed a complete continental network.

70. As regards the release of staff by administrations and subregional organizations for training or attachment to the project, the meeting was informed that the release of experts to work on short-term project is part of the continuing efforts to facilitate the transfer of know-how to African experts.

71. After some debate, the meeting agreed that in future reporting on the development of the PANAFTEL Network, the North African subregion would be included.

Progress report of the Inter-Agency Co-ordinating Committee (IACC-RASCOM) on the feasibility study of the Regional African Satellite Communications System (Agenda item 10)

72. Introducing the report of the Inter-Agency Co-ordinating Committee on RASCOM, a representative of the OAU gave a brief account of the activities undertaken towards the implementation of the project. He observed that national level studies had been completed with the close co-operation of national co-ordination committees and that currently the regional level studies which assist the project office to carry out the satellite system studies were underway. In this regard, two consultancy firms had been engaged to do terrestrial system studies are being carried out by the project office. The study was expected to be completed by August 1990. In this connection, he requested the meeting to endorse the recommendation of the Interim Executive Committee of the project to convene a meeting of African ministers of Telecommunications to consider the final results of the study.

73. Finally, he announced that the IACC-RASCOM had been able to mobilize all the necessary funding and expressed his appreciation to UNDP for making up the estimated shortfall of $US 1.5 million.

74. Following the presentation of the report the meeting expressed unanimous support for the idea of convening a special Conference of African Ministers in charge of telecommunications to evaluate the results of the study and take appropriate decisions for future action. The meeting expressed the need to give sufficient time for the countries to study the final report in sufficient depth so as to enable them to reach proper decisions on the future course of action. This factor should be taken into account in fixing the date of the special conference of telecommunications Ministers.

Report of the second African Road Safety Congress (Agenda item 11)

75. A representative of the ECA secretariat presented the major recommendations of the proceedings of the second African Road Safety Congress (DEC/TRANSCOM/EXP/VII/19) held in Addis Ababa, Ethiopia, from 16 to 20 October 1989. These are given below:

(a) Road safety should be a priority item for the second United Nations Transport and Communications Decade in Africa, 1991-2000 (UNTACDA II). Objectives and strategies for road safety development in Africa should be developed as an integral part of the overall objectives and strategies for UNTACDA II. The OECD group on road safety research in developing countries (DC2) should be called upon to assist ECA in developing a road safety strategy for UNTACDA II;

(b) The development of subregional co-operation should be encouraged. The co-operation and co-ordination within the transport sector, including road safety works in the SADCC countries, could be a model for other African countries when it comes to institution building, legislation and planning;

(c) A limited number of existing research centres, universities and other national and subregional institutions, such as the Eastern and Southern African Management Institute and the Nigerian Institute of Transport Technology should be further developed and strengthened to serve as distribution centres for research and technology transfer. Additional centres could be added to the network as appropriate in the future co-operation between these key ventures and with research centres in developed countries should be expanded;

(d) A technology transfer programme should be designed for the African countries to maximize the use of research findings and other items in the area of road safety and other transportation areas. A structure involving OECD/ECA would offer a practical mechanism for co-ordinating this programme;

(e) The different donor agencies should strengthen their support to road safety activities and also co-operate to increase the efficiency of the financial assistance to road safety. Road safety components should be introduced as integrated parts of all projects dealing with urban transport, in general, and road maintenance and rehabilitation in particular;

(g) Countries should ensure that they have effective systems for data collection and analysis and, if improvements are required, they should, wherever possible, adapt appropriate systems available in other countries;

(h) Government and non-governmental organizations with a role to play in road safety should be strengthened. In particular, the activities of the appropriate sectors should be co-ordinated and countries should set up national road safety bodies for this purpose.

76. The implementation of these recommendations would require co-ordination and co-operation between all national and international institutions cited below:

- African countries
- International sectoral bodies
- Donor agencies
- African research organizations
- Research institutions in developed countries
- Export industry
- Subregional commissions
- Bodies responsible for technology transfer and documentation.

77. The Meeting of Experts took note of this report.

Report of the Combined Meeting of Trans-African Highway Authorities (agenda item 12)

78. A member of the ECA secretariat introduced documents DEC/TRANSCOM/EXP/VII/10, DEC/TRANSCOM/EXP/VII/13 and DEC/TRANSCOM/EXP/VII/14 on this item. He mentioned that during the preparation for the second UNTACDA, two problem areas had been identified, namely the reactivation of the single Trans-African Highways Bureau and the promotion of the manufacture of spare parts and equipment. He further stated that, due to the fact that this meeting will set the theme in the preparatory activities for UNTACDA II, the orientation of the combined meeting had been changed. Thus the combined meeting which was scheduled had been cancelled and the meeting would thus consider the issues presented.

79. He cited the financial problems the secretariat of the Lagos-Mombasa Trans-African Highway Authority (TAHA) had faced since its inception in 1980. In April 1989, the TAHA Governing Council, during its ninth ordinary meeting, considered the dismal financial situation of the secretariat and agreed to wind it up with effect from 31 December 1989.

80. He also cited the recommendation by the Governing Council of the Cairo-Gaborone Trans-East African Highway Authority (TEAHA) to have a centralized Bureau for all the Authorities. This recommendation was made during the Authority's second regular meeting in Gaborone in March 1983.

81. It was against this background that ECA had decided to reactivate the Trans-African Highways Bureau. A project document had been prepared and submitted to UNDP for funding. The latter had responded that the project would be considered during the next programming cycle starting in 1992. They also requested ECA to make amendments and restate the document to meet UNDP requirements.

82. In an endeavour to ensure the continuity of the support to the trans-African highways programme, the ECA project Appraisal and Approval Committee (PAAC) recommended that the Transport, Communications and Tourism Division realign some of its officers to constitute the nucleus of the Bureau.

83. He also presented the cost of running the Bureau in Addis Ababa and the contributions that member States were expected to make. This contribution would be $US10,000 - 15,000 annually compared to the $US 100,000 and $US 70,000 currently paid by PATRA and TIATA now or shortly respectively. This was assuming an equal contribution by all ECA member States.

84. He also suggested that $US 244,900, contributed by some member States of PEATRA in 1984, be used to initiate the setting up of the single Bureau. These member States would be given a credit notice for a period commensurate with their contributions.

85. On the promotion of the manufacture of equipment for roads and road transport, the representative of the ECA secretariat introduced the documents giving the review of existing policies, plans and projects and the identification of major industrial units for the manufacture of equipment for roads and road transport in Africa. These documents are based on studies undertaken in the Eastern and Southern African subregion. An action plan for the development of these industries is also given. It was noted that these reports were in line with the sixth and eighth sectoral objectives of the second Decade.

86. During the discussion that ensued, great concern was expressed in this matter. In particular mention was made of the fact that the second Decade did not put sufficient emphasis on the importance of the road transport subsector. It was noted that the PATRA secretariat was in the process of liquidation before establishing a replacement institution. Furthermore, it was pointed out that the establishment of a single bureau without a well-defined programme would jeopardize its efficient operation.

87. The meeting was informed that ECA was ready to assist member States in establishing the remaining Trans-African Highway Authorities.

88. The meeting agreed that the establishment of a single bureau was very urgent in order to co-ordinate and assist the various Trans-African Highway Authorities. It also recommended that sub-authorities should be established for other trans-African highway systems as well since they would have an important role to play in the preparation and implementation of the second Decade.

89. In this connection, the importance of the trans-African highways, including that of the Tangiers-Nouakchott-Lagos highway was reaffirmed, and in this respect the meeting took note of the consensus which emerged in Kinshasa.

90. The representative of UNDP acknowledged that UNDP had received a request to support the Trans-African Highways Bureau. This request is not in the terms of reference of UNDP. He informed the meeting that UNDP was ready to give support to the highways subsector in Africa in the form of technical assistance for elaboration of prefeasibility studies in maintenance, management and development of human resources.

Any other business (agenda item 13)

91. No issue was raised under this item.

Adoption of the report and closure of the meeting (agenda item 14)

92. The meeting adopted its report with some amendments. The representative of Cameroon regretted the fact that due to unforseen problems encountered, in travelling to Tangiers, he had not been able to contribute adequately to the discussions, especially with respect to agenda items 7 and 12.

93. The meeting also considered five draft resolutions which had been proposed by an ad hoc committee. These draft resolutions, which are annexed to the report, were to be presented to the Conference of Ministers for consideration and adoption.

94. In his closing remarks, the Chairman congratulated the secretariat of ECA for the quality of the documents submitted and for having worked very hard. He also thanked the delegates for all support given to him and the good collaboration shown during the debates. He indicated that this meeting has given him the best opportunity to meet various qualified experts from governments and international organizations.

95. The representative of Algeria, on behalf of all the delegates, sincerely thanked the Chairman for having been very patient in conducting the debates. He indicated that the Chairman was among the best that he has seen since he started participating in international meetings.

96. The Chairman then declared the meeting closed.